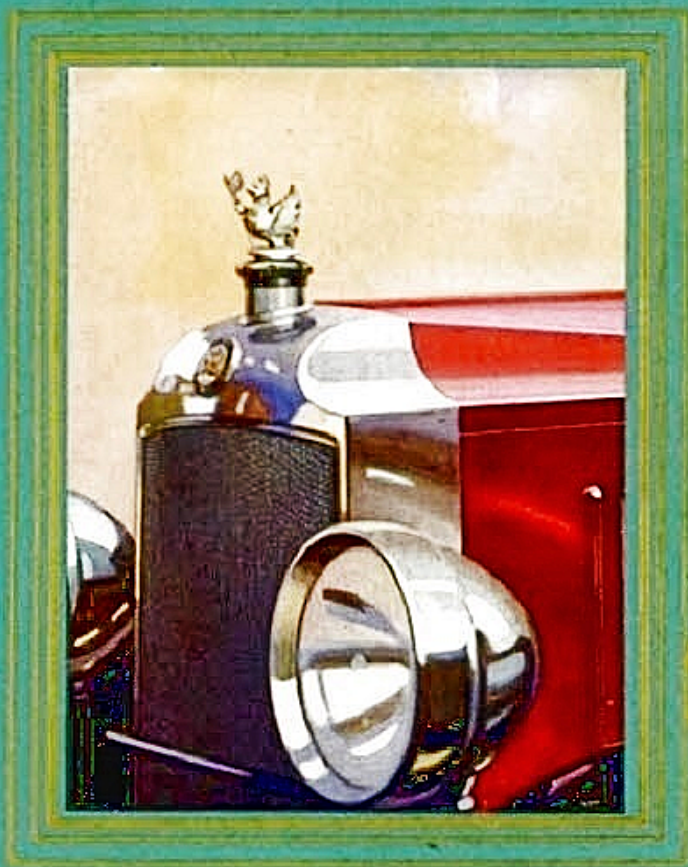


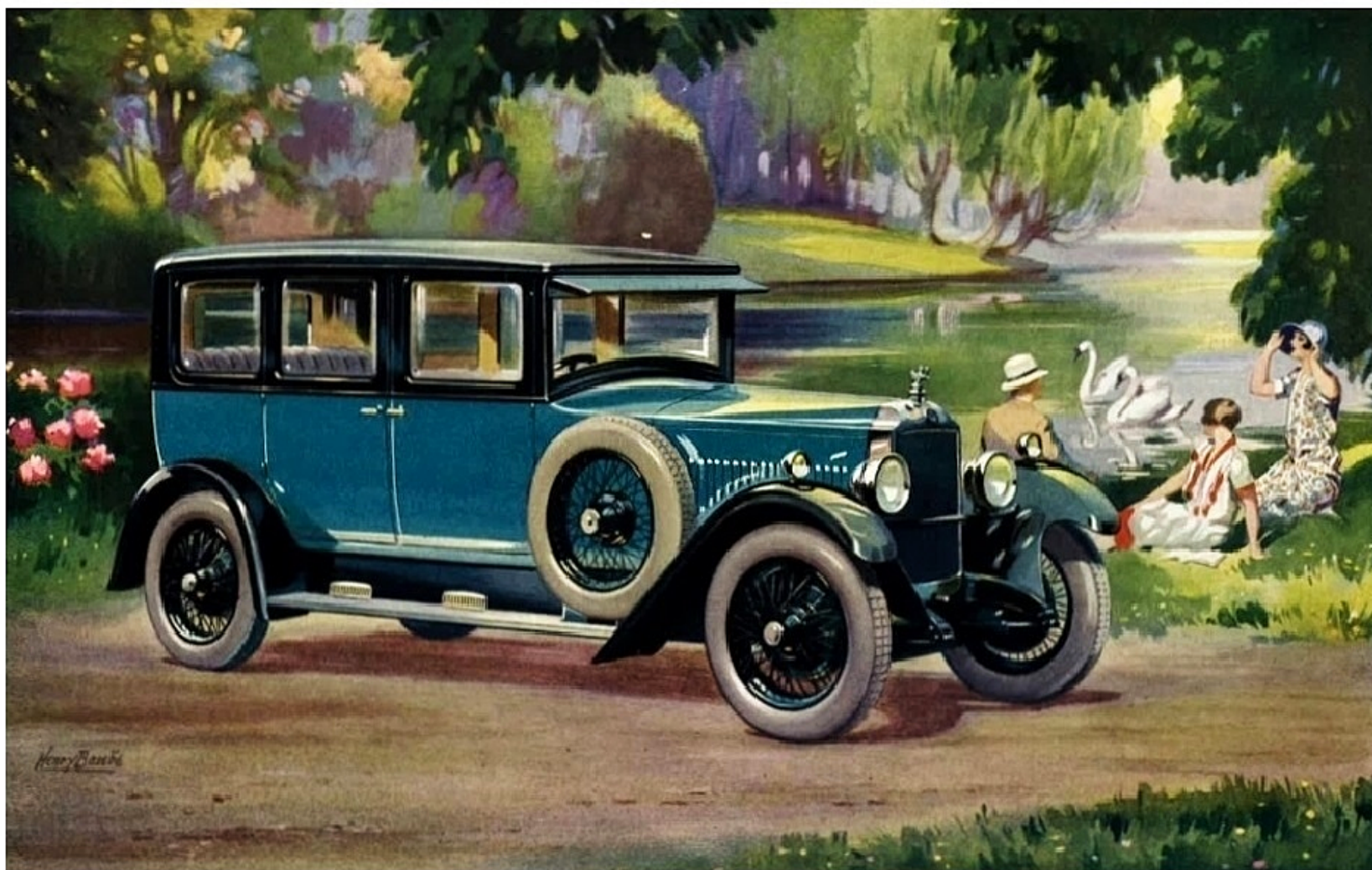


The new
Vauxhall
20-60

The new Vauxhall 20-60

*—a car of basic balance, built to suit
the requirements of modern motoring*





The new Vauxhall 20-60

MOTORING conditions of the present day are making some peremptory demands on both the motor-car and its driver. As regards the motor-car, a high standard of performance has been set, and equally high standards of riding comfort and driving ease have come into being. With the growing realization of the utility and genuine pleasure which are to be secured through the ownership of motor-cars and the natural increase in their numbers, the individual driver is given responsibility not only for his own safety, but for that of his fellow-motorists as well.

Consequently he wishes to drive a motor-car on which he can rely: which, moreover, is easy to control at all speeds and under all circumstances, in traffic or while touring.

Upon this sound basis of acknowledged fact was built the Vauxhall 20-60. Its designers derived their inspiration from modern motoring conditions: with consummate skill they have produced a motor-car which in all its details satisfies modern motoring requirements: built on sound engineering lines with the precision demanded by Vauxhall tradition.

BASIC BALANCE

To the task they brought minds unfettered by precedent: their researches disclosed some startling facts which have now found practical expression. An experience dating back to the early days of the industry enabled them to discriminate: to choose the best, discarding the rest.

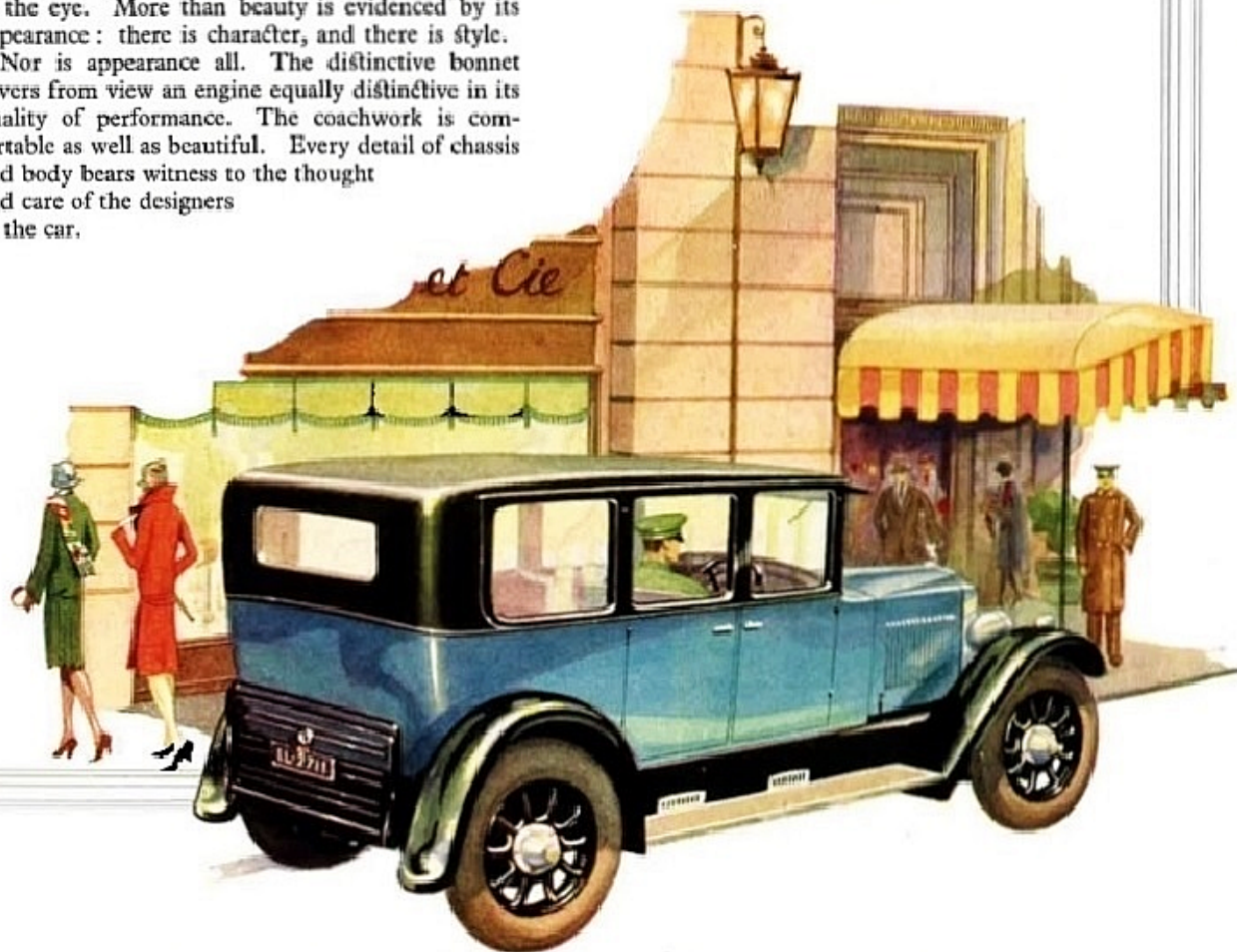
Their aim, briefly stated, was to build a motor-car of basic balance—one in which all the qualities desired by motorists would be present to just the correct degree.

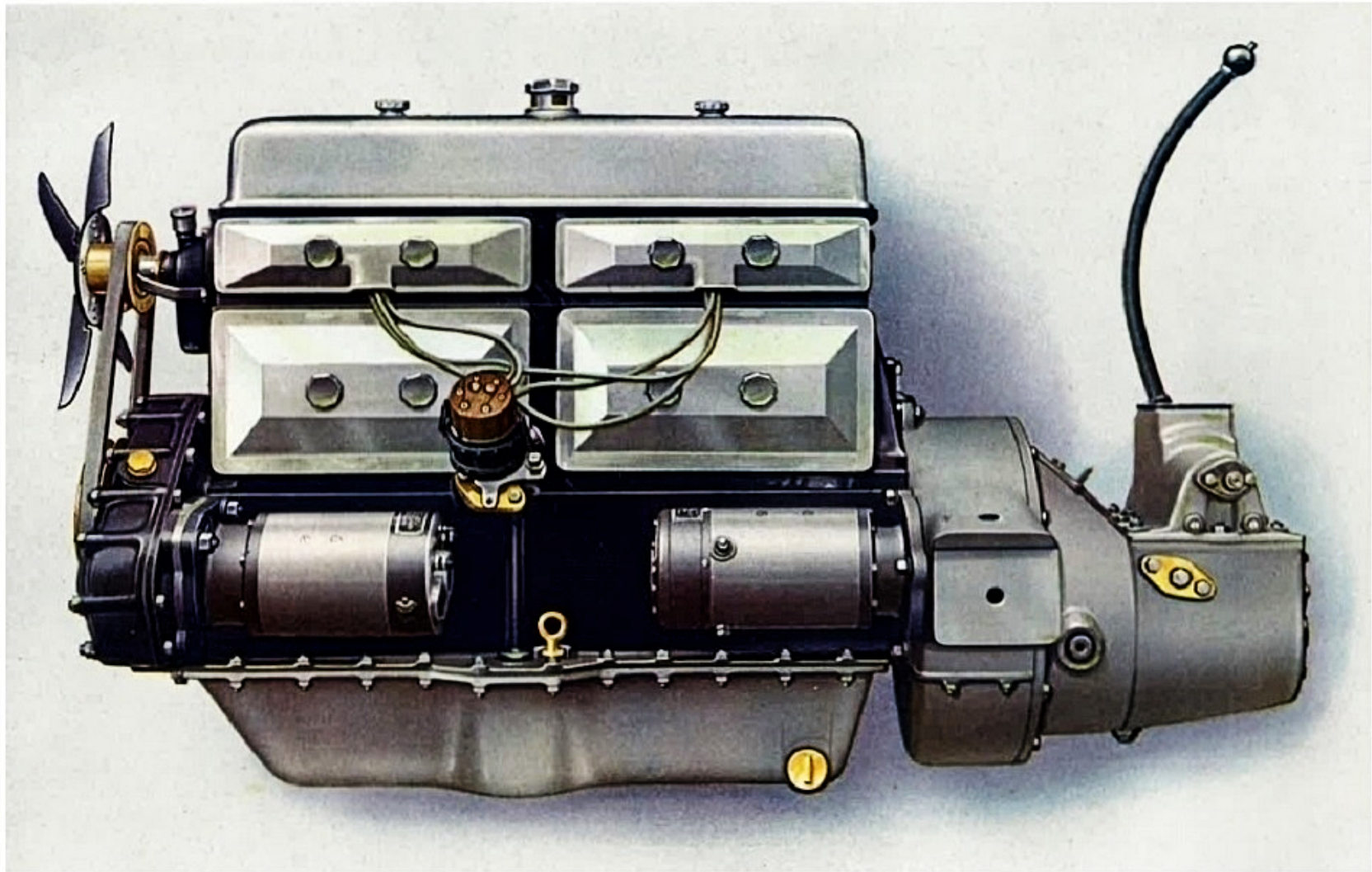
CHARM OF APPEARANCE

Inspection of the new Vauxhall 20-60 will disclose how well they have succeeded. Its well-bred distinction of appearance indicates the fundamental excellence of the design. Its gracefully contoured radiator and bonnet, its flowing sweep of line and accurate proportions, its colourful finish, set off by bright nickel, all make a definitely pleasing appeal to the eye. More than beauty is evidenced by its appearance: there is character, and there is style.

Nor is appearance all. The distinctive bonnet covers from view an engine equally distinctive in its quality of performance. The coachwork is comfortable as well as beautiful. Every detail of chassis and body bears witness to the thought and care of the designers of the car.

It is hoped that the brief description of the Vauxhall 20-60 in the pages which follow will serve to interest motorists in the value of basic balance throughout the design of the motor-car: to emphasize those points which really matter in the selection of a motor-car: and to show, as far as is possible by illustration and description, how the requirements of modern motoring are met by the new Vauxhall 20-60.





THE ENGINE

THE particular qualities of basic balance in the Vauxhall 20-60 which make it the Six Super-excellent have their origin in the engine which propels it. There are some very definite reasons for the outstanding performance of this engine, chief among which is the balance which has been achieved in all the working parts.

By "balance" is meant not merely the mechanical balance which implies smooth running, and which to the designers of this engine was simply the starting point: in addition, that balance which perfectly correlates all the elements of engine design to ensure perfect functioning of the engine itself has been attained.

The most apparent outward sign of the refinements of mechanical construction necessary to achieve this result is found in the unconventional design of the intake manifold, by means of which the problem of induction has been most satisfactorily solved. This manifold distributes the mixed combustible charge furnished by the carburettor in equal amounts to each of the six cylinders. Each cylinder receives its proper share of the fuel mixture, in definite amount as determined by the camshaft and valve design: none is starved, and none is overloaded. It is no exaggeration to say that the last drop of petrol remaining in the carburettor is equally divided between the six cylinders.

Such efficient distribution has an immediately perceptible beneficial effect. It means that the engine never has to be primed. It will start easily from cold, and the car can be set in motion just as soon as the engine is running.

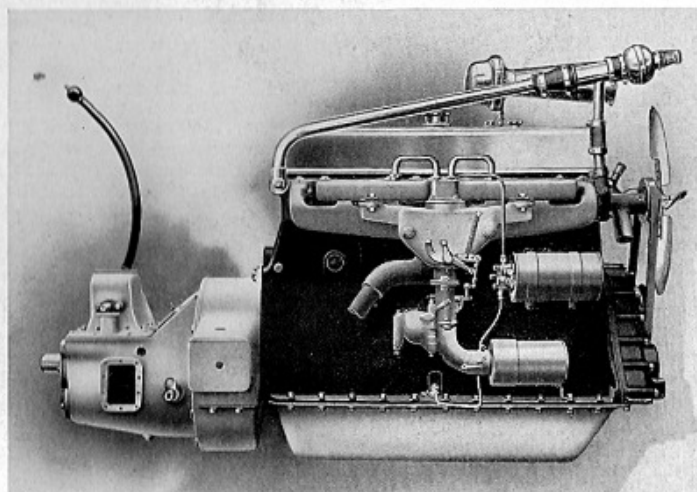
Furthermore, to the equality of impulse given by each individual piston to the crankshaft, a large part of the inherent smoothness of the engine is due. The design, too, obviates the necessity for excessively preheating the

combustible mixture prior to induction. Maximum power and economy in running costs are a natural consequence.

Quality of performance is shown quite definitely by the smooth, silky way in which the engine operates. The inherent equality of impulse imparted by the distribution system is made most effective by the overlap of impulse given by the six-cylinder principle. The natural advantages derived from these points of design are carried through the mechanical portions of the work to a successful result: the translation of power from the movement of the piston to the smooth rotary motion of the flywheel is accomplished most efficiently.

SILENT POWER SMOOTHNESS

The crankshaft is a massive forging, accurately machined, skilfully proportioned, and given a perfect running balance. It revolves in nine bearings,



The engine, off-side, showing the intake manifold, carburettor, air cleaner, oil filter, and thermostat.

supported by a one-piece cylinder block of extreme rigidity. Although a crankshaft for a six-cylinder engine normally permits of only seven bearings, the two extra bearing surfaces are provided by splitting the centre and rear bearings.

This crankshaft is one reason why the engine is so silent. The other reasons are to be found in the nature of the camshaft and the valve actuating gear; the incorporation of masked valves; the use of duralumin rocker arms; copious lubrication; a design so cleverly worked out, in short, that an unbelievable degree of silent operation has been combined with the most efficient form of engine construction, considered from the standpoint of power production.

For, after all, the function of the engine is to produce power. More than that, the power produced must be instantly available: it must be dependable as well. In the Vauxhall 20-60 that power flows in a smooth, silent stream, responsive to the slightest touch of the accelerator pedal. Held in leash when idling or slowly moving in traffic, a flood of power awaits command. On the open road, travelling at speed, any extra bit of power which may be needed will be supplied instantly, unfailingly, by this Vauxhall 20-60 engine. There are no flat spots: no little weaknesses at certain speeds to hamper its performance. It is, at all times, dependable.

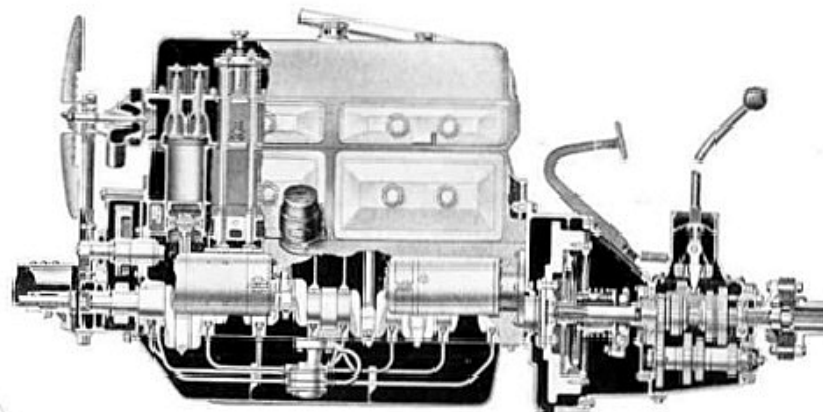
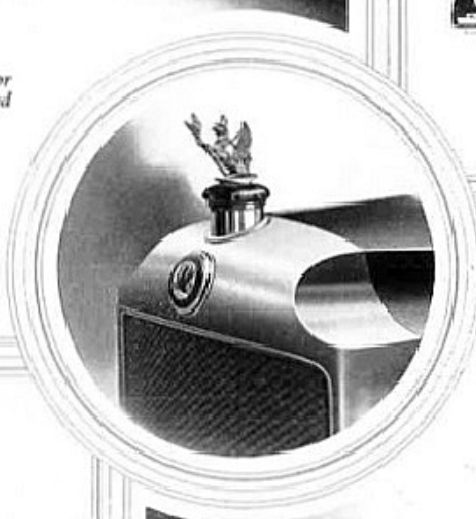
Power, then, is furnished by this engine: and power of the most desirable kind. For it is power delivered silently, smoothly, and instantly upon demand. Moreover, it is economical power, since it is produced by an exceptionally efficient power unit, each part of which is built to work in closest harmony with the other parts it influences. In this way is secured that balance which characterizes the Vauxhall 20-60, not merely in the engine, but throughout the car.

Below : The camshaft which determines the characteristics of the engine. It controls the opening and closing of the inlet and exhaust valves : being designed to work in harmony with the exceptionally efficient distribution system, it gives the engine a high starting torque. This makes for splendid top-gear performance, and a smooth range of power from minimum to maximum revolutions. Easy starting and silent running are also largely due to this camshaft. It runs in three bearings, and is driven by silent chain from the crankshaft.



At right : The Vauxhall Wyvern, which graces the radiator cap of the new Vauxhall 20-60. The characteristic fluted radiator and bonnet have been retained.

Below : A close-up view of the valve-actuating gear, showing the double-valve springs, the duralumin rocker arms, and the ball-and-socket arrangement of rocker arm with push-rod. The cooling system return pipes and thermostat are also shown, as is the neat design of the ignition system.



Above : A drawing of the engine and transmission, cut away to show the working of the various components. The cylinders are cast integrally with the upper half of the crankcase, accurately bored and finely finished. This construction assures a rigid support for the nine-bearing crankshaft. The pistons are of cast iron. Three rings are fitted to each : the lowermost is an oil scraper ring. Holes are drilled in the piston to facilitate the clearing action of this ring. Oil filler spout at top of cylinder head housing : full pressure lubrication : oil filter, and a convenient oil pressure gauge on instrument board assure trouble-free operation of the engine, as well as convenient maintenance. The single plate clutch is also shown. This has a light spinning member, is easily operated, and its smooth action and sweet running make gear changes easy. Note too the four-speed gear-box : it is a fine example of Vauxhall workmanship. The gears of finest B.N.D. steel are ground after hardening, chamfered for easy engagement, and run in a bath of oil. The gear lever is assisted in and out of position by ingeniously contrived springs, and a ball race renders lateral movement easy. Gear ratio particulars will be found in the specification at the back of this catalogue.



Above : The nine-bearing crankshaft which orders the smooth running of the Vauxhall 20-60 engine. Ample bearing surfaces and diameters at this important point make certain that the power output of the engine is smooth, evenly flowing, and distortionless at all speeds. The crankshaft is given both stationary and running balance : its

weight is scientifically distributed. Chadwick type bearings of gun-metal lined with white metal are used for the main bearings and the big end bearings. They reduce friction and are long-lived. The crankshaft contributes largely to the qualities of smoothness, silence, and lack of vibration which are features of the Vauxhall 20-60 engine.

SOME MECHANICAL DETAILS OF THE VAUXHALL 20-60 ENGINE

EASE OF CONTROL

The point which impresses the driver is the mastery he has over the car. Its ease of control is amazing. The steering is light and responsive: the clutch can hardly be felt; change of gear is so light that the lever literally falls into position. Add to this the sense of security provided by four-wheel brakes which because of their construction cannot fail in an emergency, and the pleasure to be derived from the handling of the Vauxhall 20-60 is evident.

With all this, the car is interesting to drive. Great flexibility of control is afforded by the four-speed gear-box, in combination with an engine which will pull smoothly in top gear, without pinking or knocking, at speeds from four miles per hour. From this walking pace a speed of sixty miles per hour is attained without effort. And at normal touring speeds of twenty-five to fifty miles per hour the performance values of the Vauxhall 20-60 cannot be surpassed.

To keep this high standard of performance constant and unvarying while the car is in use has been another aim of the designers. The fundamental simplicity and thoroughness of the Vauxhall 20-60 have been supplemented by some time-tested helps to engine longevity. For instance, an oil filter removes all traces of grit and dirt from the lubricating oil, in effect renewing it at the end of every thirty miles of running. Oil changes become less frequent, and the interior of the engine remains clean.

An air cleaner, attached to the intake of the carburettor, separates gritty particles and dust from the air which enters the engine: this is of decided benefit in reducing carbon deposits, and eliminates scoring of the cylinders. In addition, the air cleaner acts as a silencer to minimise the hiss of indrawn air. With enclosed body types particularly is this point of value,

since the hollow rumble or drumming sometimes noted is due in very many instances to this carburettor noise. The unusual quietness of the engine itself has made it necessary to take points such as this into consideration.

A thermostat has been fitted to control the cooling effect of the circulating water on the engine. It closes when the engine is cold; when the proper

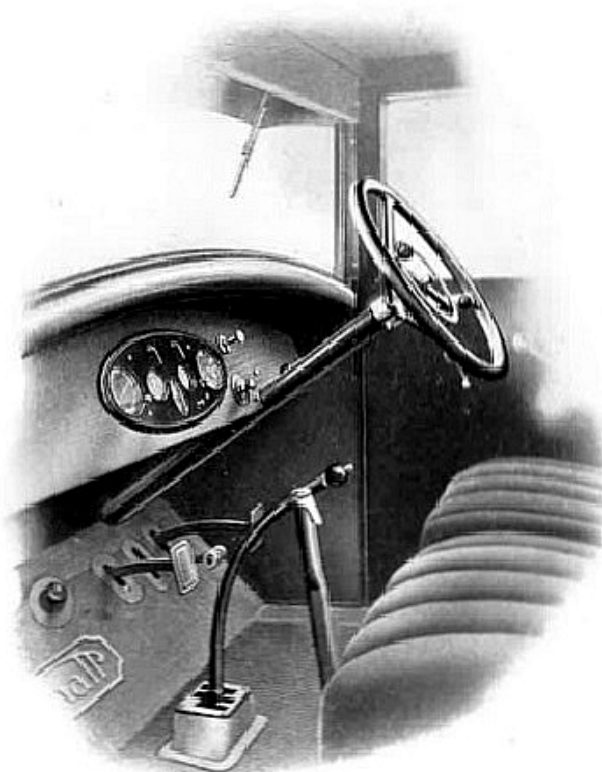
operating temperature is reached, the thermostat opens automatically and permits the cooling system to function as designed.

Efficient operation and smooth, silent running are the points of the transmission which will be evident immediately. A range of four speeds forward and one reverse is provided—conveniently arranged for change with the left hand. A lock is furnished to prevent accidental engagement of reverse gear, but the lever can be taken out of reverse without troubling to unlock. At the side of the gear change lever is the hand brake lever, with its positive lock, which is easily released.

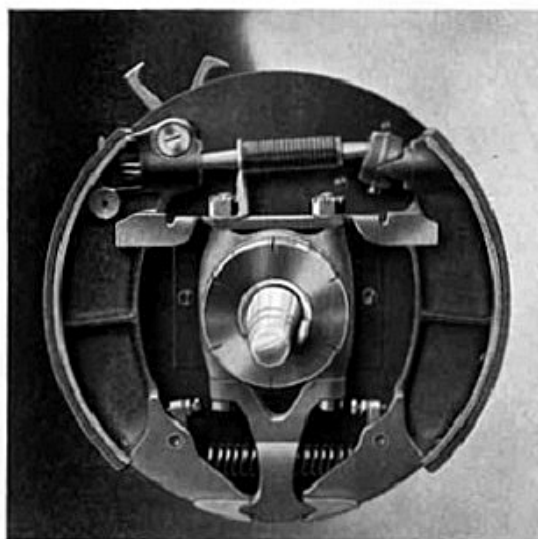
CONVENIENCE

The instruments, comprising a clock, speedometer, petrol gauge, oil gauge, and ammeter, are neatly grouped on a handsome panel mounted in the centre of a polished walnut instrument board. They are indirectly illuminated at night, bathed in a soft glow of light which does not tire the eyes and yet makes everything clearly visible. An automatic warning light appears behind a red bull's-eye on this panel when the ignition is switched on: and in addition to the instruments mentioned the panel is provided with ignition and lighting control switches. The strangler button and horn button are also mounted on the instrument board, which presents an unobtrusively charming appearance.

All the controls in the driving compartment are readily accessible, being placed in the positions most convenient for the driver. The starter button is located on the floor board, the throttle and manual spark control, which supplements an automatic spark control, are in the customary position on the steering column, and the clutch, brake and accelerator pedals are well separated and conveniently placed for the feet. A rubber mat covers the floor of the driving compartment,



The driving compartment presents a neat and pleasing appearance: all controls are placed for the convenience of the driver.



Mechanism, rear brake. The simplicity and staunchness of this braking system are clearly shown.

excluding dirt and fumes. The floor board lifts easily, disclosing the accumulator and the transmission case: this board is locked in place, not screwed down, to prevent rattle.

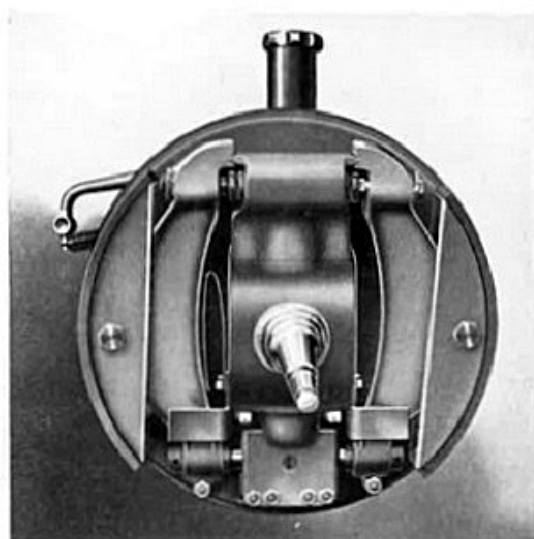
SECURITY

Vauxhall motor-cars have always been noted for the excellence of their brakes. The mechanical four-wheel brakes which have been fitted to the Vauxhall 20-60 are, however, a distinct advance in brake design. Not only do they exert maximum braking effect with light, sensitive pedal pressure, but they also retain their adjustment in use, even under the most severe and trying conditions. Wet, dirt, slush, or snow cannot affect their operation. An ingenious principle of knife-edge-to-anvil construction for the bearings assures that. No lubrication

is required: in fact, no lubrication is possible. Of the internal expanding type, these brakes are perfectly compensated, and are remarkably easy to adjust for wear on the brake linings. The adjustments, once made, lock in position, and need no attention until the normal wear on the linings is to be taken up. This is a simple matter—large and accessible spiders on the rear drums and a convenient thumb-piece for the front drums are turned by hand for the purpose. Uniformity of adjustment is secured by counting the turns.

DEPENDABILITY

Two shoes are completely enclosed in each brake drum, all actuated from the brake pedal through cables and equalizer bars. The pedal pressures required for braking are extremely light, and the brakes are so efficient that their stopping power is limited only by the amount of adhesion afforded to the tyres by the nature of the road. The perfect



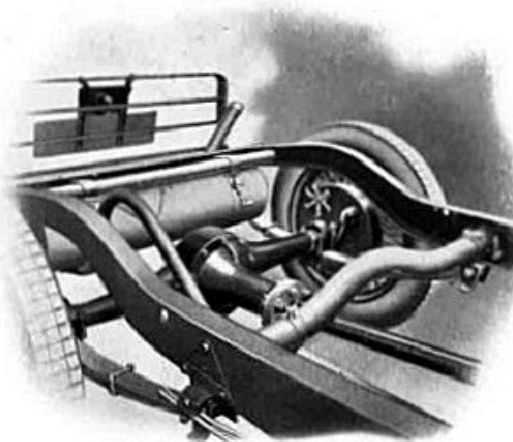
Mechanism, front brake. Tremendous stopping power and ease of application are features of these brakes.

equalisation assures freedom from skid, a quality of the Vauxhall 20-60 to which the exceptional springing, weight distribution, and flexible final drive are also contributing factors.

RIDING COMFORT

The basic balance of the Vauxhall 20-60 is once again demonstrated in the degree of comfort afforded the passengers who ride in it. Due in great measure to the careful design of the springs and the fitting of rebound snubbers on all four sets of springs, this comfort is enhanced by roomy coach-work, wide, deep, luxuriously upholstered seats, and the effortless performance of the chassis.

There is a notable lack of side-sway when cornering: the jolts and jars of bad roads are smoothed out for the occupants of this car by a suspension system



Rear end of chassis. Rugged construction and essential simplicity ensure long and satisfactory service.

built on sound engineering principles. The flexibility of the final drive is obtained by driving through the rear springs; thus the cushioning effect of the springs is interposed at all essential points between the wheels on the road and the passengers in the seats.

The car holds the road well, whether proceeding at speed over bad roads, cornering, or tirelessly reeling off the miles on main roads. In the Vauxhall 20-60 the passengers are enabled to relax; it provides the ultimate satisfaction in motoring in that trips or tours are completed without fatigue to either drivers or passengers.

REFINEMENT

For both driving ease and riding comfort the Vauxhall 20-60 sets a high standard. In addition, all possible points of refinement have been given careful consideration, and this appreciation of details adds greatly to the correctness of the motor-car.

The luggage grid, for example, with which all of the models except the Coupé de Ville are equipped, is neat in design and efficient in use. When folded it is out of the way, and when let down to receive luggage it affords amply strong support and a sufficiently large area for the accommodation of large suit-cases or travelling trunks.

It does not interfere at any time with the petrol tank, which is filled through an accessible spout equipped with an easily removable bayonet-type cap.

Attached to the luggage grid is a combination licence-plate holder, tail-lamp and stop light. This fitting is arranged so that these essentials are always clearly visible, whether the grid is in service or not. The licence plate is illuminated at

night by the tail-lamp: the stop light flashes its warning to following cars whenever the brake pedal is depressed.

A complete set of tools is carried on the near-side running board, and the spare wheel with its tyre is securely held on the off-side running board. The front wings are braced by a strut to which the head-lamps are fixed: this acts as a protection to the radiator as well. Side-lamps are attached to the wings as usual.

Artillery type steel wheels are standard equipment on the Vauxhall 20-60. They are easily cleaned and present a neat appearance at all times. Wire wheels are preferred by some, however, and they can be furnished for any body style at slight additional cost. Spare wheel and tyre are included.



A typical rear view of the Vauxhall 20-60. Note the accessible filler spout and the distinctive tail-lamp.

ECONOMY

To the array of performance qualities presented by the Vauxhall 20-60 there is added one quality of importance to every owner. Its designers have combined distinctive appearance and performance, riding comfort and driving ease; but they have not stopped there. They have provided, in addition, that this unusual combination of the qualities necessary to modern motoring is available to motorists at a cost that is incredibly low.

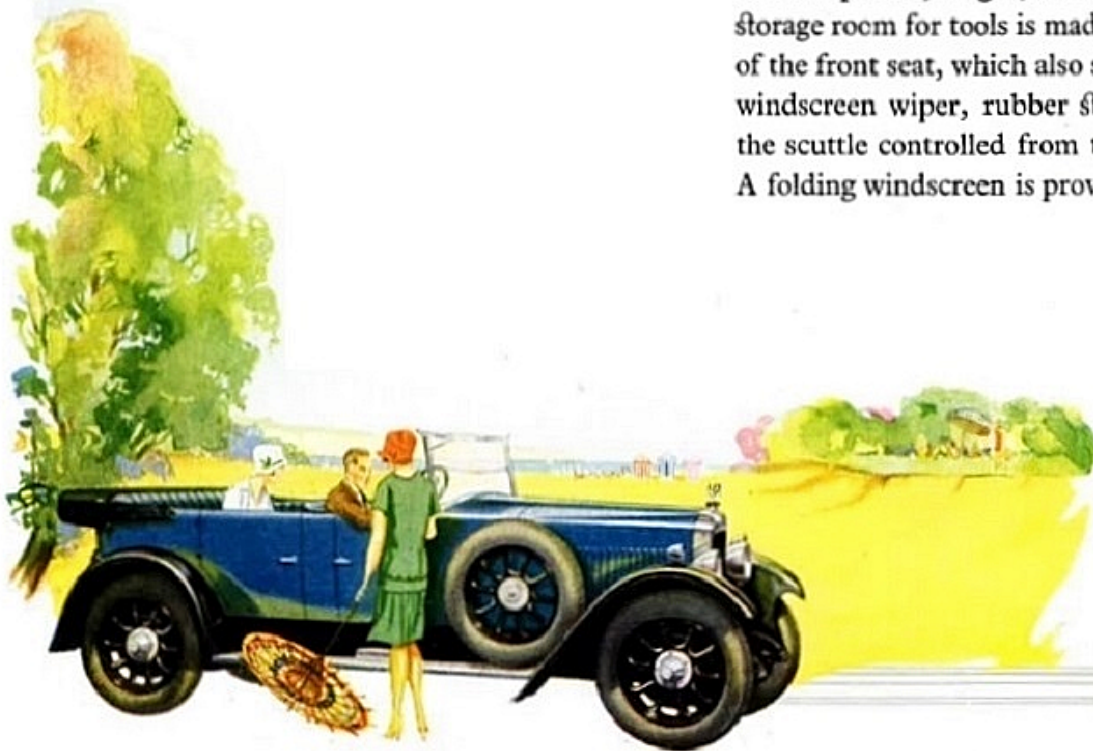
The upkeep cost of a motor-car is important to the owner of that car. With the Vauxhall 20-60 freedom from repairs is assured by its simplicity of design, and its staunch construction. The quality of its performance is not influenced by its extremely low petrol consumption—the efficiency of the engine is responsible for this.

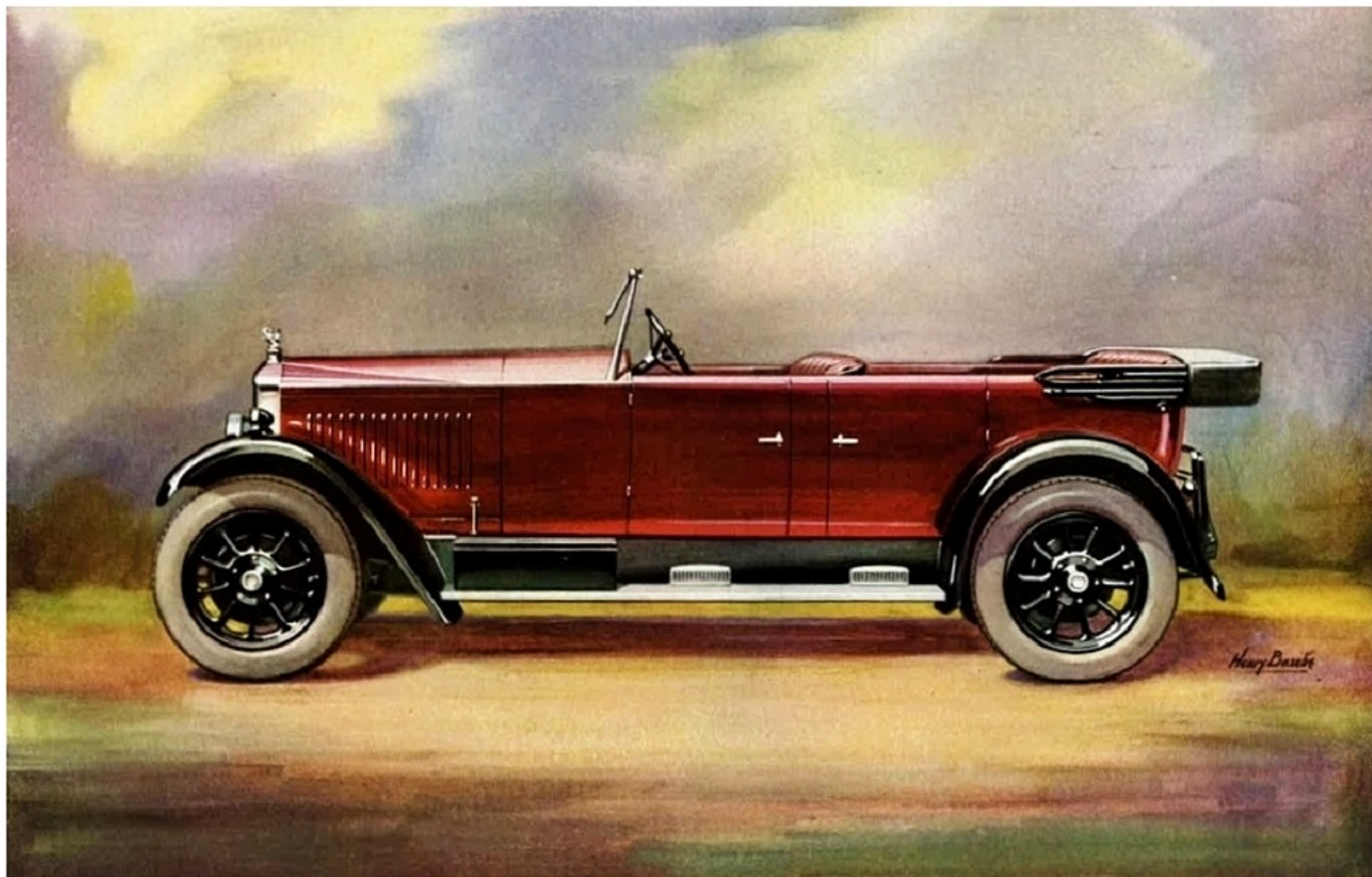
An average between twenty and twenty-five miles per gallon of fuel, and of nine hundred to one thousand miles per gallon of lubricating oil is sufficient indication of the economy of a motor-car which provides such motoring comfort, and maintenance resolves itself into attention that can be readily given by the owner-driver.

All these attributes of the Vauxhall 20-60 can be traced to the fundamental conception of basic balance which animated the designers of the car. Its performance will be a revelation to motorists: its qualities of riding and driving comfort cannot be surpassed. Economically, too, it is a motor-car for modern motoring. And for this basically balanced chassis, a complete range of body styles has been provided, each suited for a definite purpose and each characteristically Vauxhall in finish and appearance. They are illustrated and described in the pages which follow.

THE PRINCETON TOURER

LONG, low, and racy in appearance, this touring car provides ample accommodation for five adults. It is upholstered in hand-buffed leather to match the body colour, over cushions and squabs designed primarily for comfort. The front seat is adjustable and easily fixed in the desired position. Side curtains of an improved type are quickly erected and taken down. They can, of course, be left in position with the hood down. The doors are extra wide, and it is therefore easy to enter and leave the car. Each door has a roomy flap-covered pocket, a light, convenient latch, and a disappearing stop. Additional storage room for tools is made available in the hinged-door cupboard at the rear of the front seat, which also serves as a foot-rest. Other refinements include a windscreen wiper, rubber step-mats, aluminium kick-guards, a ventilator in the scuttle controlled from the instrument board, and a folding luggage grid. A folding windscreen is provided for the rear-seat occupants.

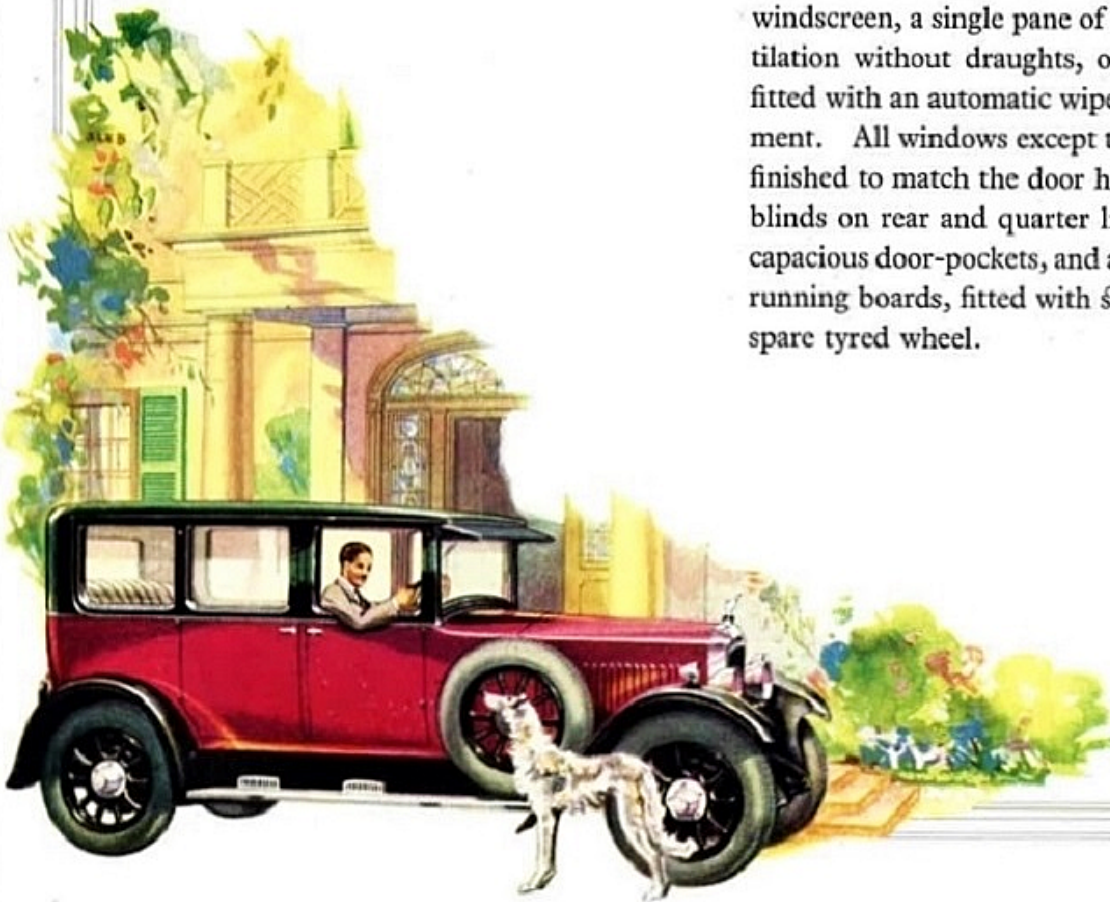


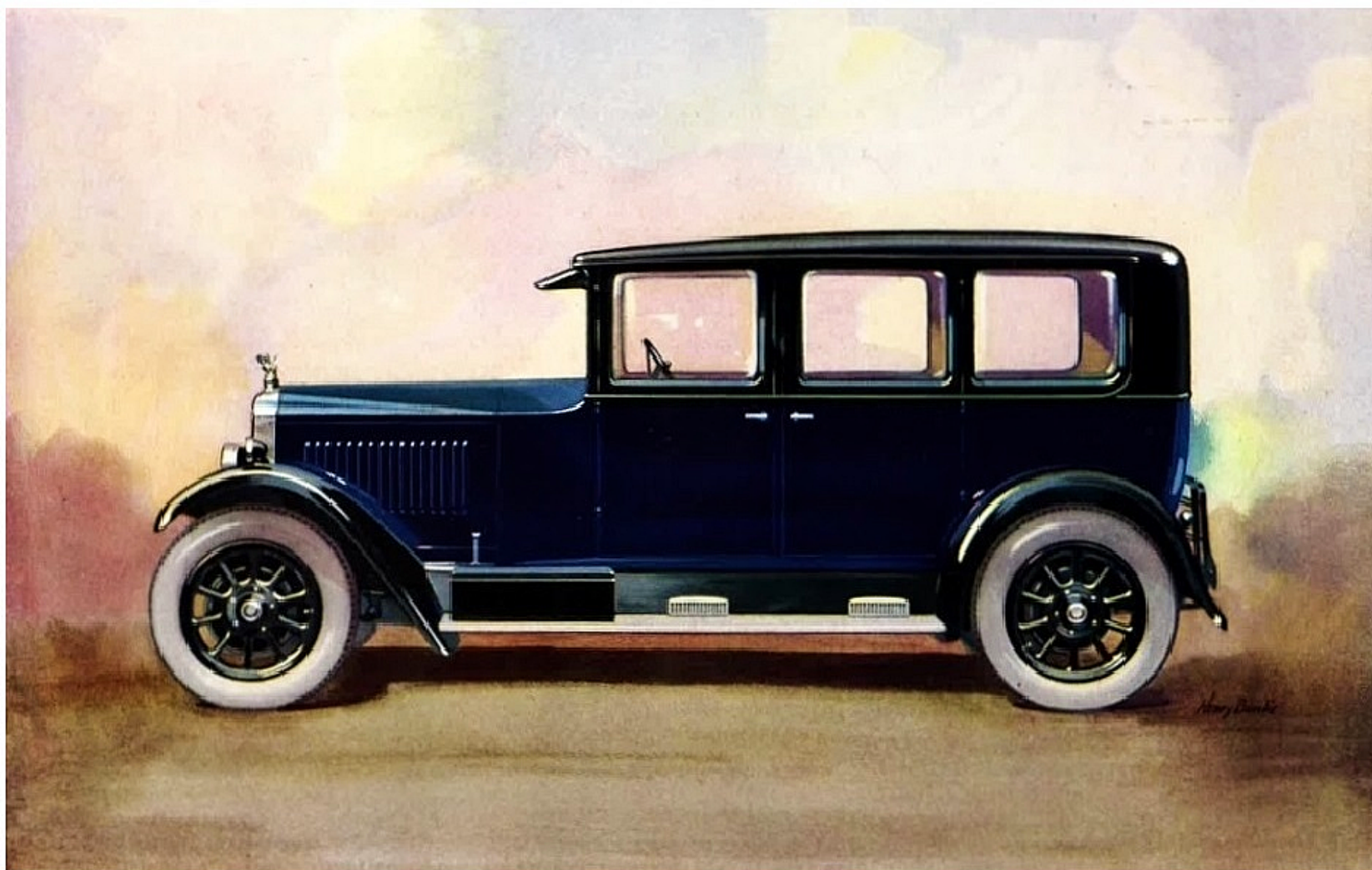


THE PRINCETON TOURER

THE BEDFORD SALOON

THIS model provides an enclosed car which is well planned and finely finished. Five adults are carried comfortably in its spacious interior, access to which is given by four wide doors. These are fitted with neatly designed hardware: all handles are conveniently placed and easily operated. Three doors are locked from inside, the fourth by a key from outside. The windscreen, a single pane of clear glass, is raised by a regulator to provide ventilation without draughts, or, when desired, a cooling current of air. It is fitted with an automatic wiper, and a rear vision mirror is also standard equipment. All windows except the back-light are raised and lowered by regulators finished to match the door handles. Among other conveniences are the roller blinds on rear and quarter lights: the foot-rest for the rear-seat passengers: capacious door-pockets, and a dome-light in centre of rear compartment. The running boards, fitted with step-mats and kick-guards, carry the tool-box and spare tyred wheel.

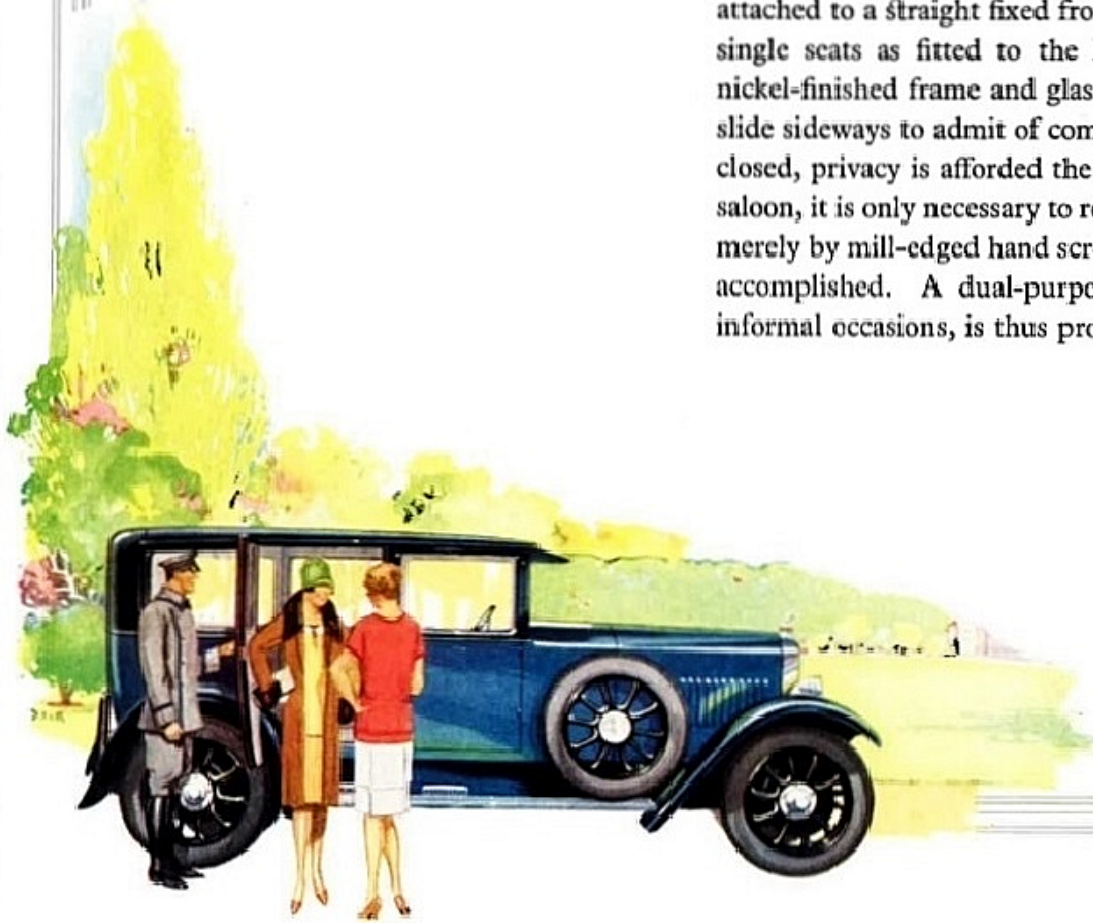


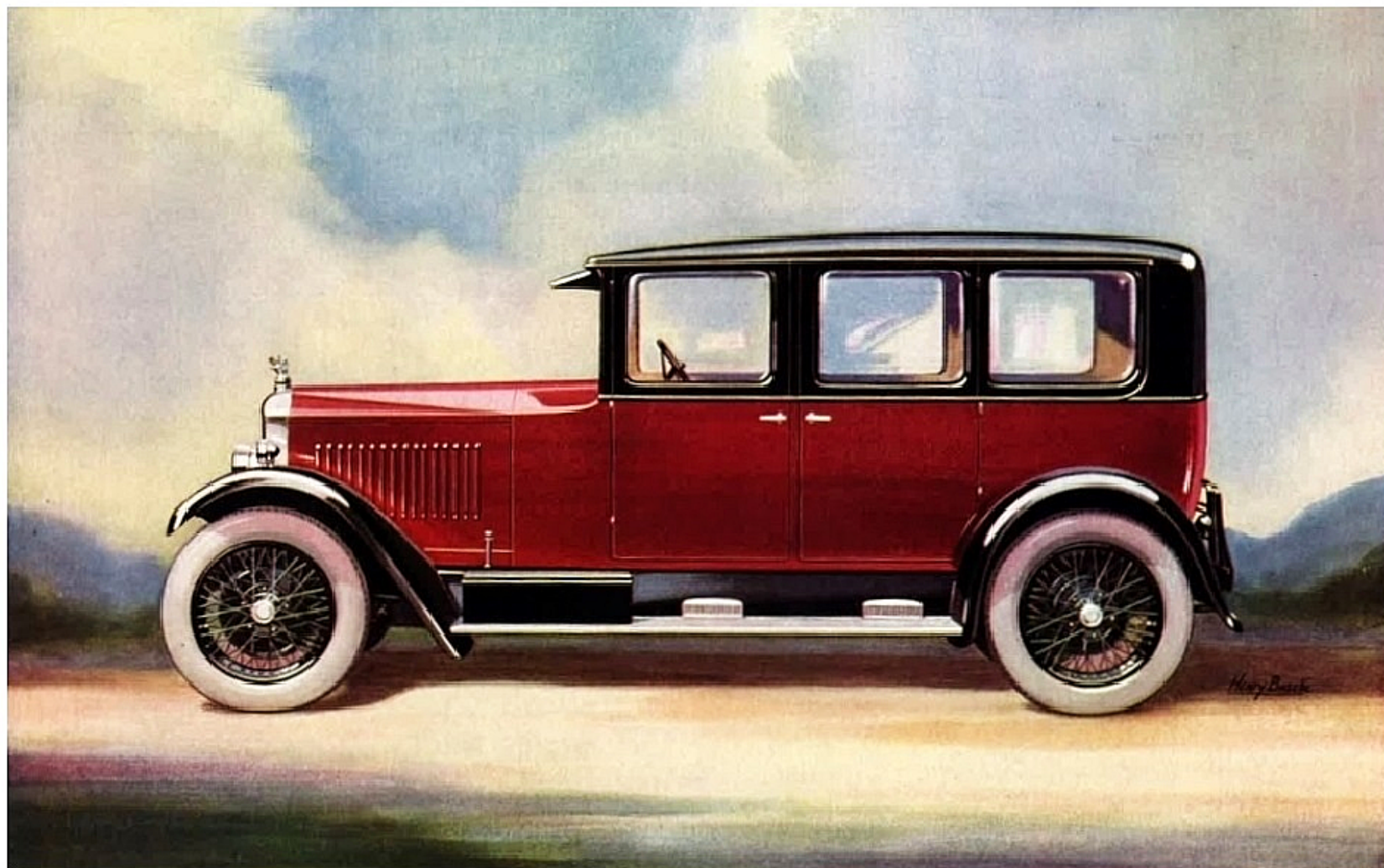


THE BEDFORD SALOON

THE BEDFORD ENCLOSED LIMOUSINE

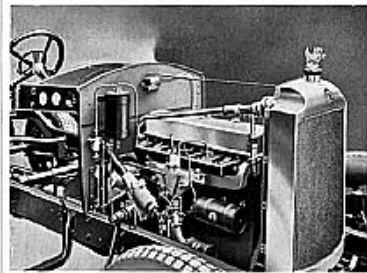
EASILY converted from a limousine to a saloon, this motor-car will interest particularly those who employ chauffeurs, but who occasionally wish to drive themselves. In outward appearance, quality of interior finish and appointments, this model practically duplicates the BEDFORD SALOON. The interior, however, is divided into two separate compartments by a division attached to a straight fixed front seat which takes the place of the two sliding single seats as fitted to the BEDFORD SALOON. The division comprises a nickel-finished frame and glass panes of suitable size. The two centre panes slide sideways to admit of communication between the compartments. When closed, privacy is afforded the rear-seat occupants. To convert the car into a saloon, it is only necessary to remove the entire screen. As this is held in place merely by mill-edged hand screws, the conversion is simply, easily, and quickly accomplished. A dual-purpose motor-car, equally suitable for formal and informal occasions, is thus provided in the one model.





THE BEDFORD ENCLOSED LIMOUSINE

CHASSIS DETAILS OF THE NEW VAUXHALL 20-60



In the inner, hidden portions of the motor-car no less than in the outward beauty of line and colour is the skill and experience of the manufacturer made manifest. Upon the chassis depends the service which the car will render: its performance, reliability, long life, and economy depend on the features which have been designed and built into it.

Beautiful as it is, the Vauxhall 20-60 is built on a foundation which assures its owner of real motoring satisfaction. The chassis which is depicted on this page will perform faithfully and well. It will not fail to respond to demands upon it: its construction by Vauxhall is the

assurance of its longevity: and the care and thought which have been expended to make it economical to maintain and to operate have amply justified themselves in practice. The fundamental idea of basic balance has been well carried out in all the details of the work.

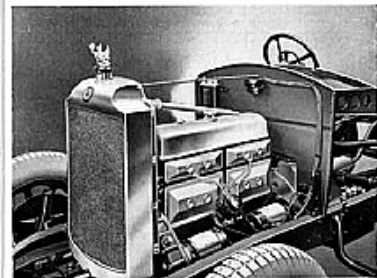
Within the compass of a wheelbase of 61.3 in. and a standard track of 4 ft. 8 in. accommodation is provided for the most comfortable and variety of body styles. The engine is hung low in the frame, and the unprung weight is reduced to a minimum, yet a road clearance of nine inches is provided.

The engine, clutch, and gear-box form one unit, which is connected to the back axle through two fabric universal joints and a propeller shaft 2½ ins. in diameter. The joints are silent in operation, and require no lubrication. The bevel gear differential is noiseless and efficient in operation. It is held in a barga-type housing, and is lubricated through a ripple at the rear.

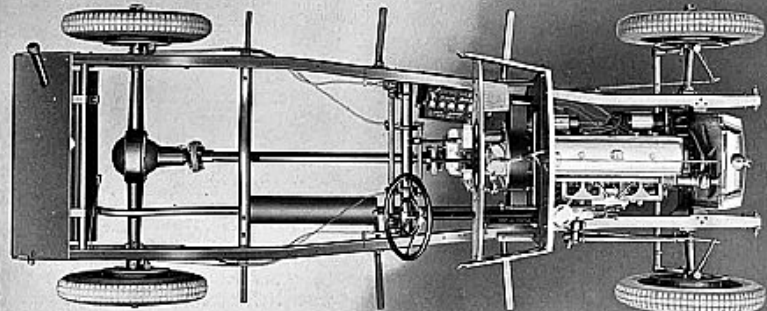
The brake gear is shown in the plan view. It consists of spreader arms to which are attached flexible cables. These are led through guides to the actuating arms on the brake drums, providing positive braking action without complicated mechanism. The simplicity of

the system is shown by the fact that there is only one point permitting of lubrication—and even here it becomes necessary merely when the brake pedal does not return to position quickly upon releasing the pressure.

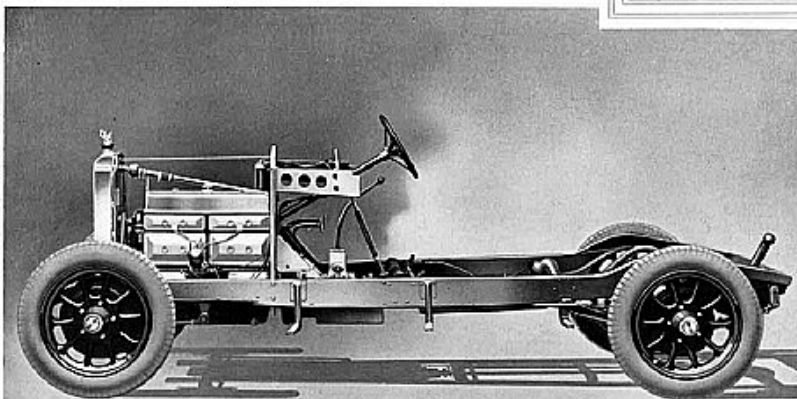
The final drive is taken through the rear springs. The flexibility thus attained cushions the chassis and the body from road shocks and jars just as much as it increases the riding comfort of the car for its passengers. This design also increases the ability of the car to corner at speed—it holds the road well, without any tendency to skid or side-sway.



Above: Fore part of the chassis from the off-side, showing the carburetor with its attached air cleaner, the induction manifold, the throttle, the oil filter, and the engine.



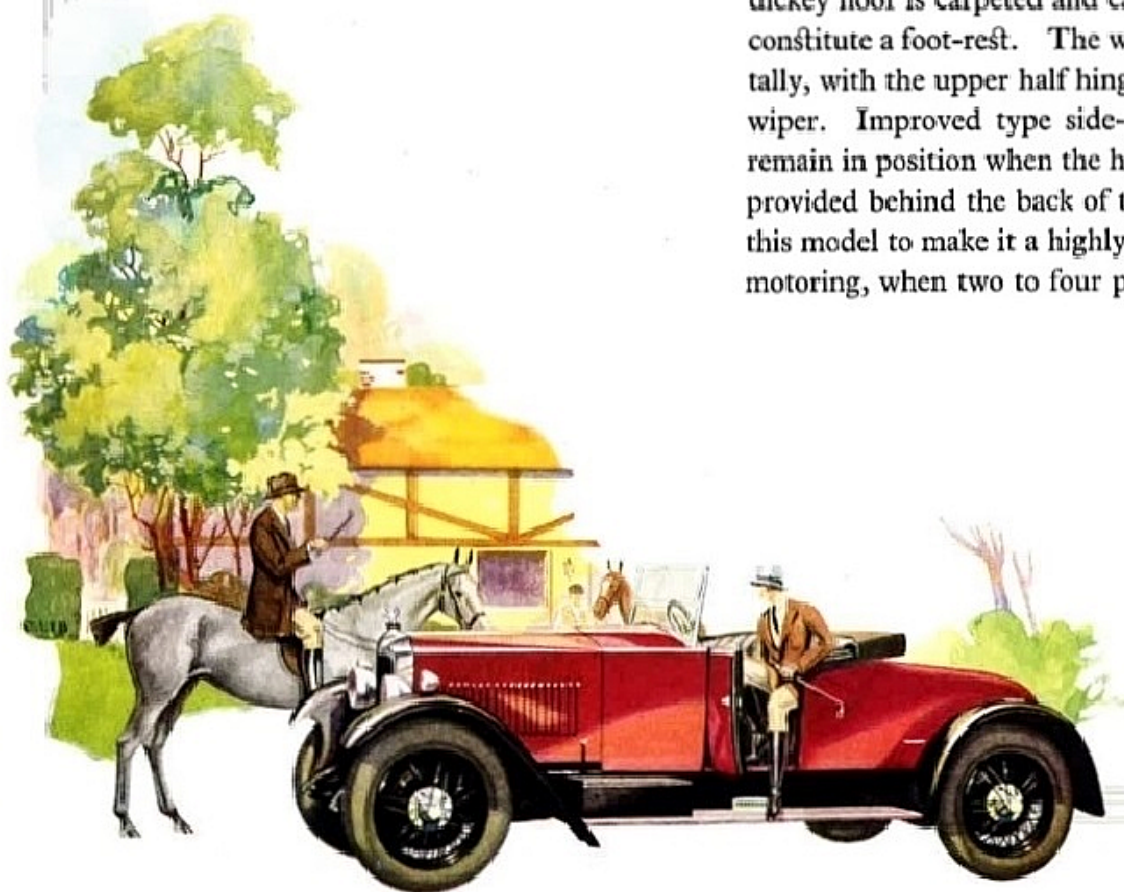
At right: The plan view of the chassis, which shows the essential simplicity of the car of basic balance. The well-braced, rigid frame and the accessibility of vital portions of the chassis are well brought out.

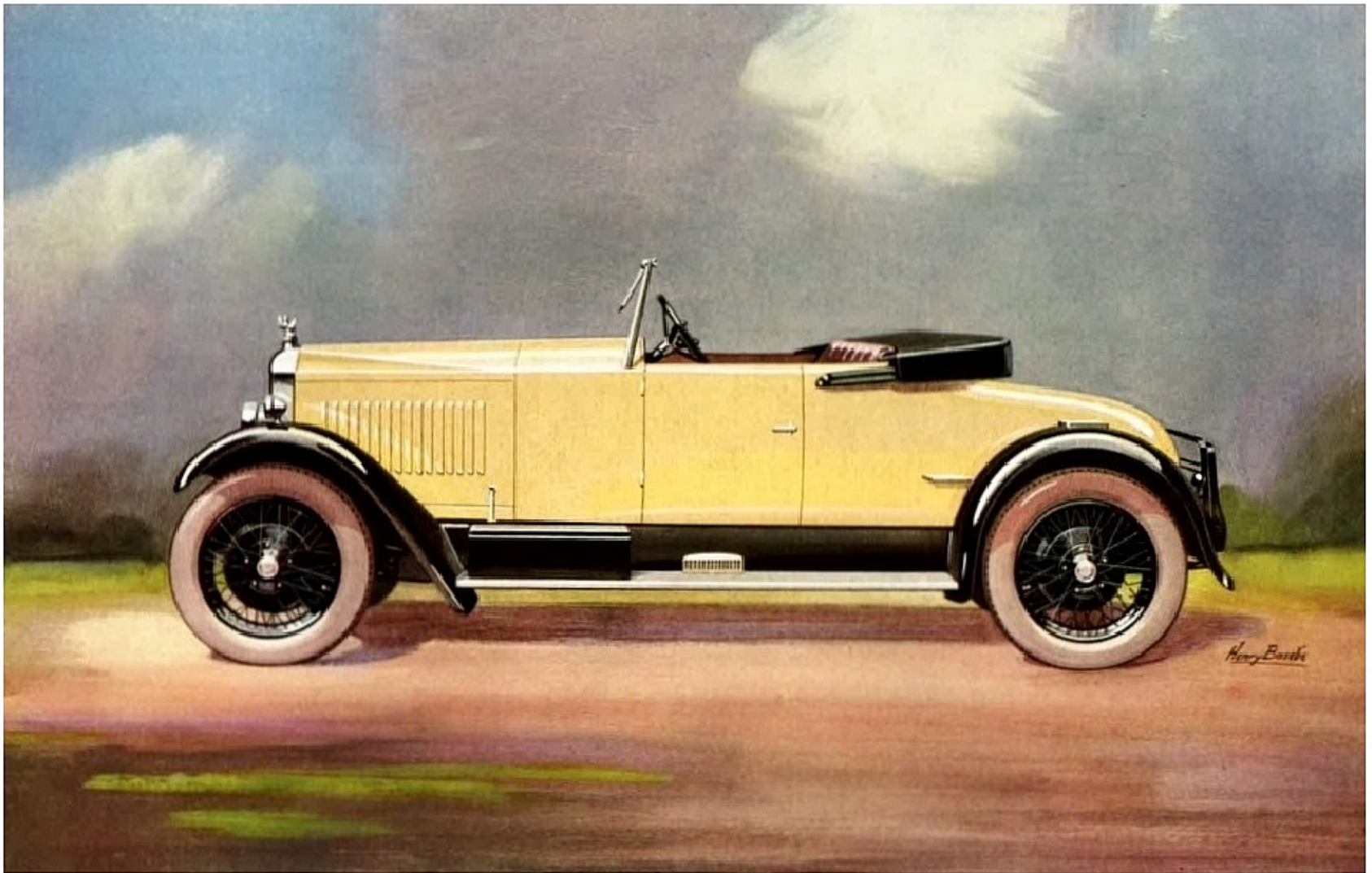


At left: The chassis in elevation. This view shows clearly the low position of the engine in the frame, the sturdy, comfortable springs, the accessibility of the accumulator, and the neatness of the whole design.

THE MELTON TWO-SEATER

IDEAL when two would tour or travel, the MELTON TWO-SEATER provides room for two additional passengers in an unusually commodious dickey seat. The main seat is wide, comfortably upholstered, and rendered accessible from both sides of the car through two wide doors, while the dickey seat is reached conveniently from the near-side running board by two aluminium steps. The dickey floor is carpeted and carries a supplementary tool-box so designed as to constitute a foot-rest. The windscreen is of the sloping type, divided horizontally, with the upper half hinged at the top. It is equipped with an automatic wiper. Improved type side-screens make it an all-weather car. They can remain in position when the hood is lowered, or they can be stored in the space provided behind the back of the main seat. All the essentials are provided in this model to make it a highly desirable motor-car for sports use or for general motoring, when two to four passengers are to be carried.



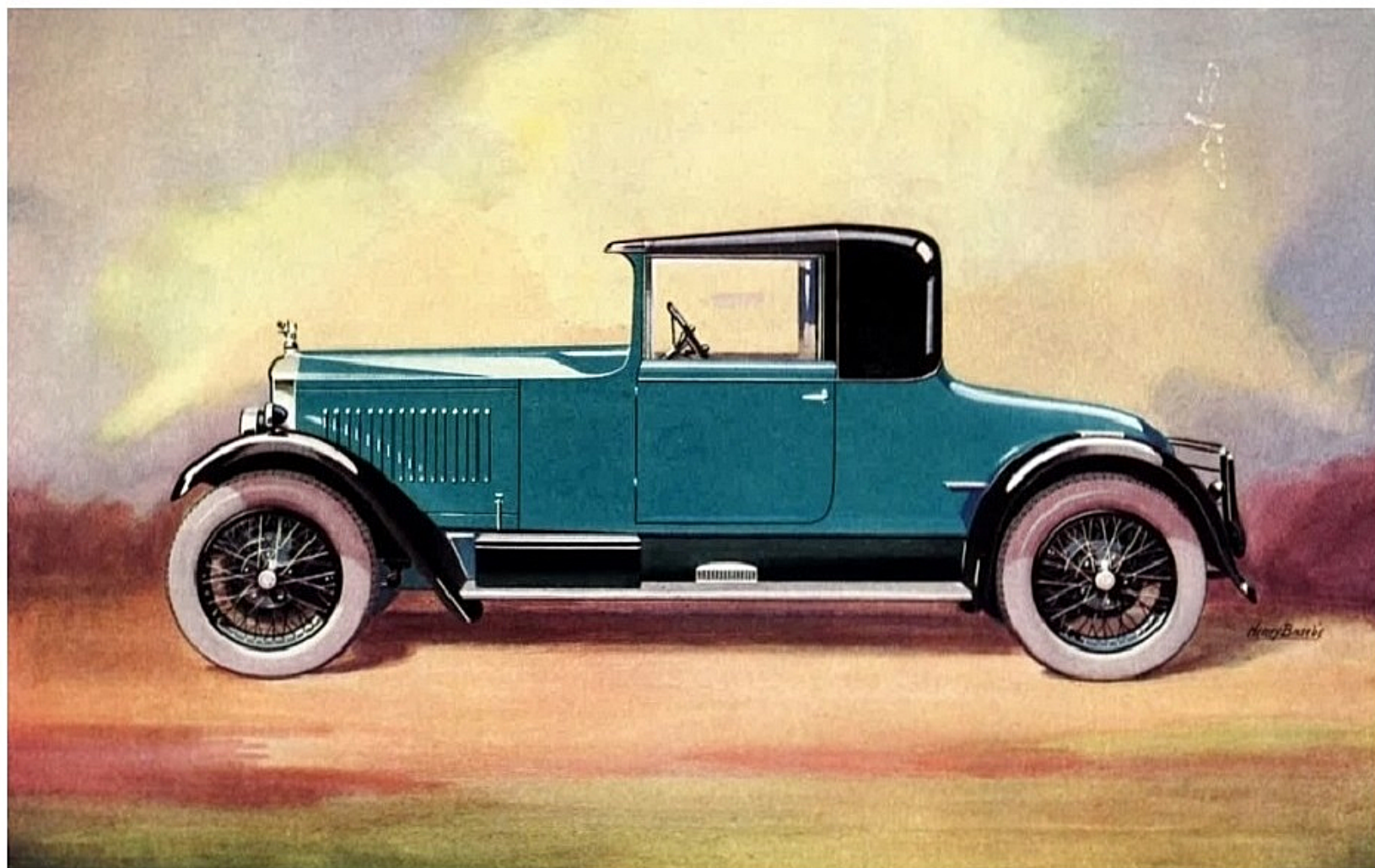


THE MELTON TWO-SEATER

THE GRAFTON COUPÉ CABRIOLET

IN this attractively proportioned model several unusually advantageous features are incorporated. The main seat, for example, provides more than ample room for two passengers, consequently a third passenger can be carried inside when the occasion arises. The dickey seat accommodates two additional passengers comfortably, its high back providing effective protection against the upward swirl of road dust. The one-piece windscreen opens out from the bottom and is supported in position by a locking device. It is, of course, provided with an automatic wiper, as well as a rear-vision mirror. The front of the folding head is built solid with the windscreen. The folding portion opens immediately behind the front pillars and is designed to shorten the overhang at the rear when folded. Wide doors, step plates to the dickey, rubber mats and kick-guards, and similar appointments fittingly finish the car, which is upholstered in leather or cloth, with polished walnut trimmings. It is a true all-weather car, suited to a wide variety of uses.



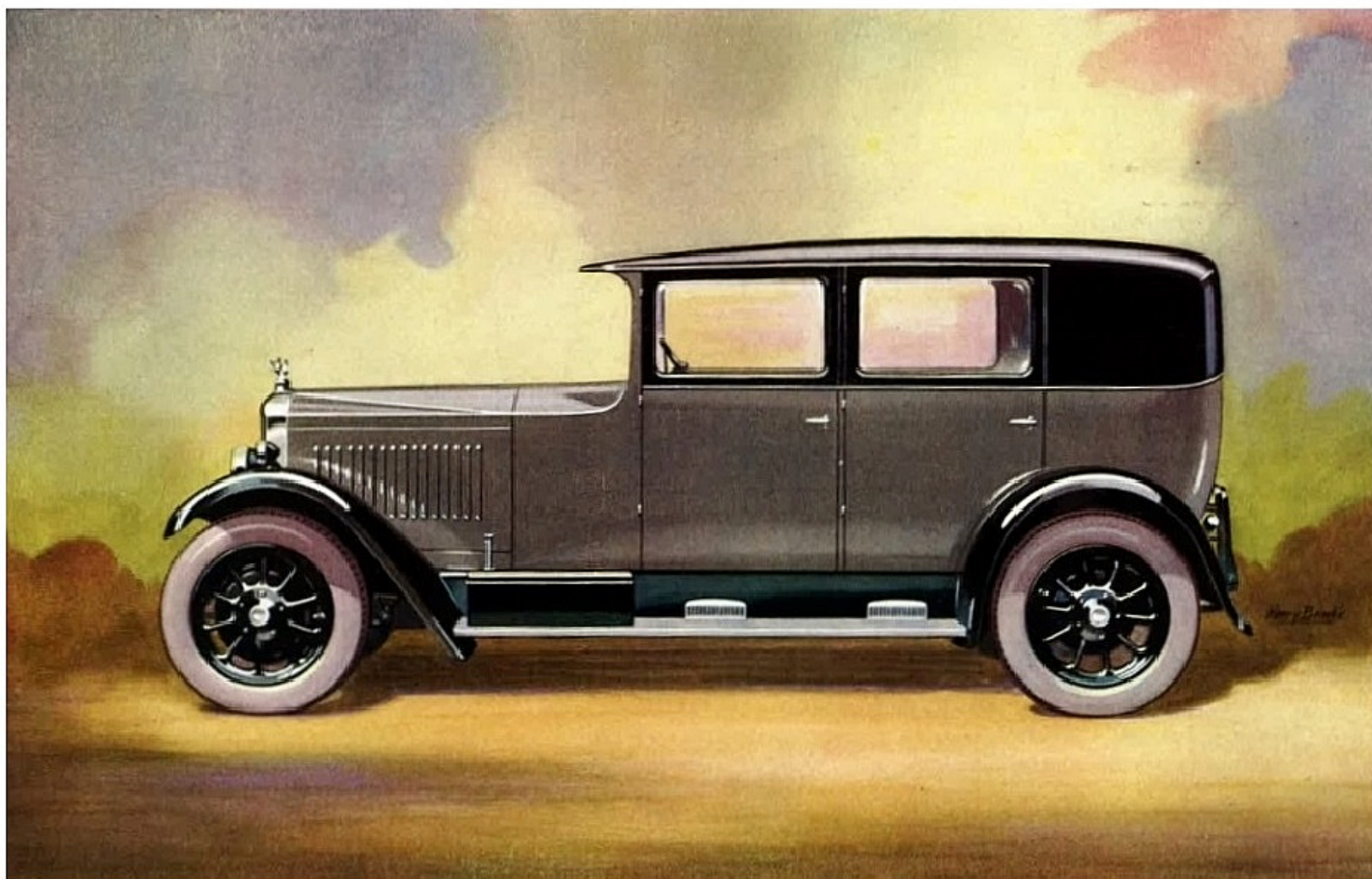


THE GRAFTON COUPÉ CABRIOLET

THE WYNDHAM SALOON

THIS handsome enclosed body provides all the advantages of fabric construction. The two front seats are adjustable and held firmly in the desired position, while in a cushion length of 47 inches ample room is furnished for three adults in the rear seat. Four wide doors, all of which can be locked, are fitted with easily operated noiseless latches. Ventilation is provided through the roof, and through a ventilator on the scuttle controlled from the instrument board. The windscreen is of the single pane adjustable type, and it is equipped with an automatic wiper and rear-vision mirror. Each door has a window—three of them are operated by winding lifts, and the driver's window by a quick-acting lever. Rubber mats and aluminium kick-guards on the running boards, pockets in the rear doors, dome-light, silk roller blind on the rear window, foot-rests for the rear-seat passengers, all combine to render the WYNDHAM SALOON an outstanding example of fabric coachwork.

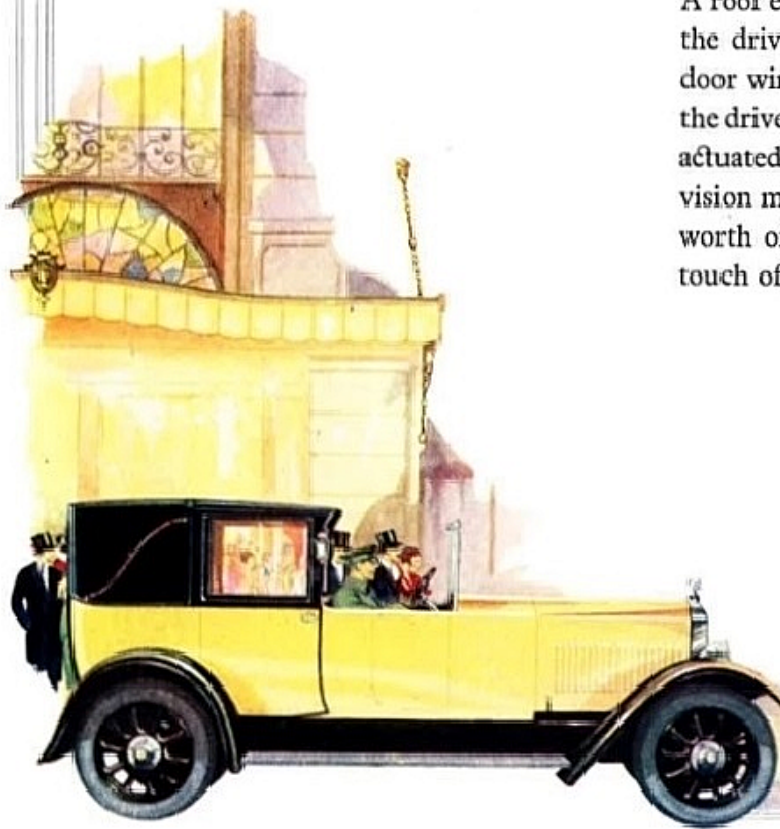


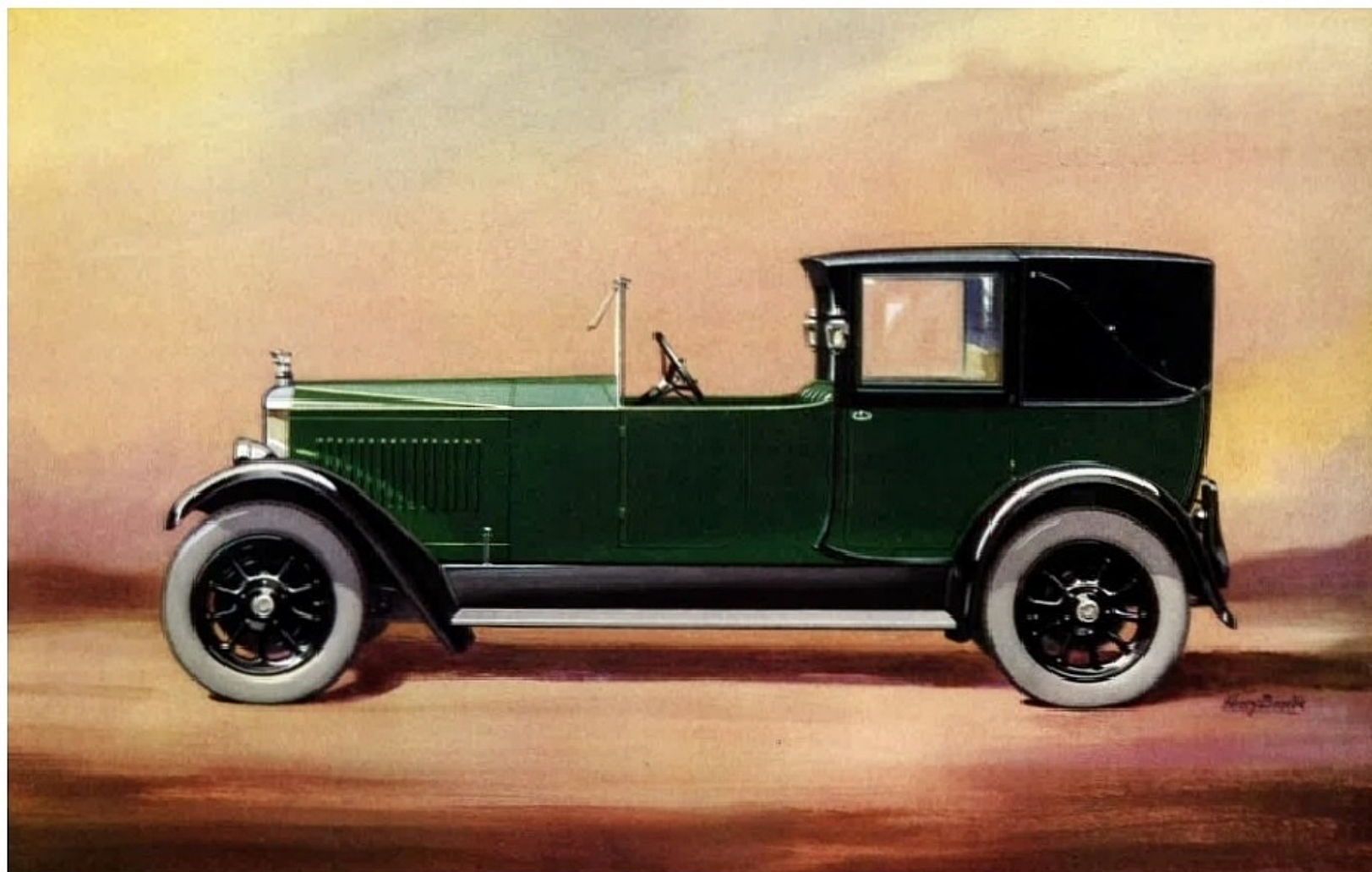


THE WYNDHAM SALOON

THE COUPÉ DE VILLE

DIGNITY and smartness are evident in every line of this town car. It is intended to carry two passengers in the main interior seat, but this is wide enough for three. An occasional seat provides accommodation for a fourth, inside. The fixed portion of the roof extends from the front to the rear pillars. The landaulette head is of black leather, and can be easily and rapidly lowered. A roof extension of black paride leather can be drawn from a spring roller over the driver's seat for protection in inclement weather. Blinds are fitted to the door windows, the rear window, and the sliding window communicating with the driver's compartment. Two full-size doors, provided with pockets, windows actuated by patent lifts, dome-lights, automatic windscreen wiper, and rear-vision mirror are details of the equipment which indicate the thoroughness and worth of the design. Coach lamps hung on the main front pillars impart a touch of distinction to complete an unusually harmonious ensemble.

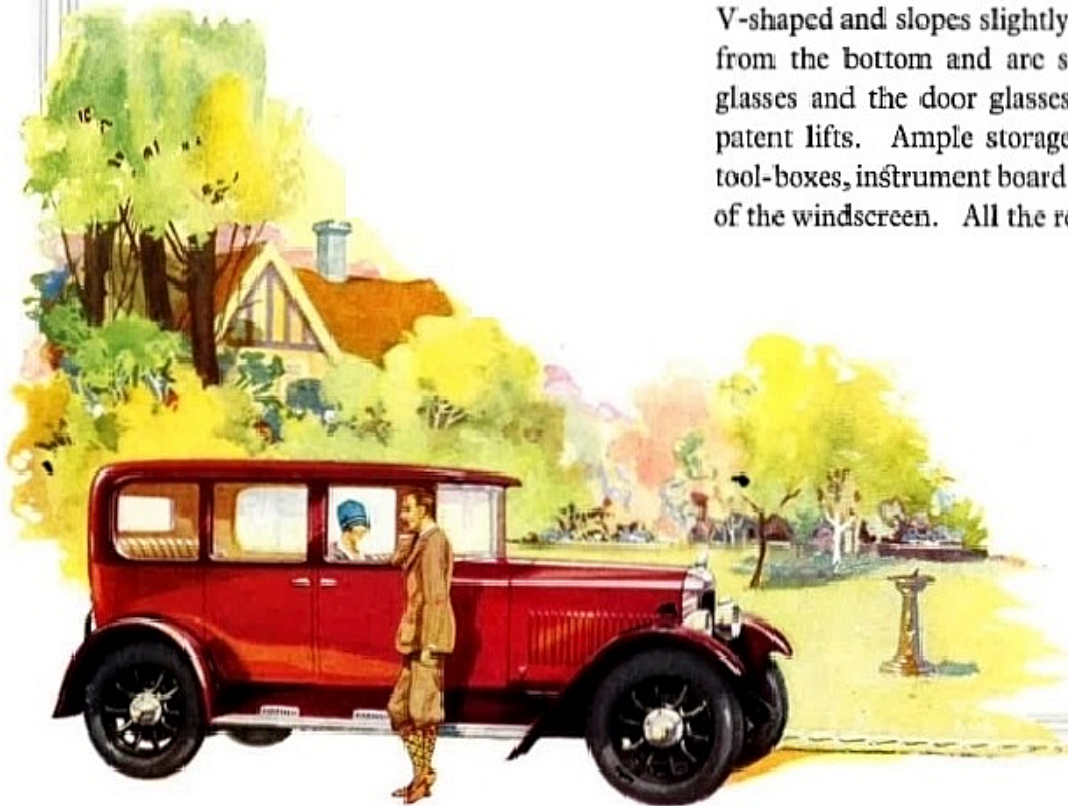


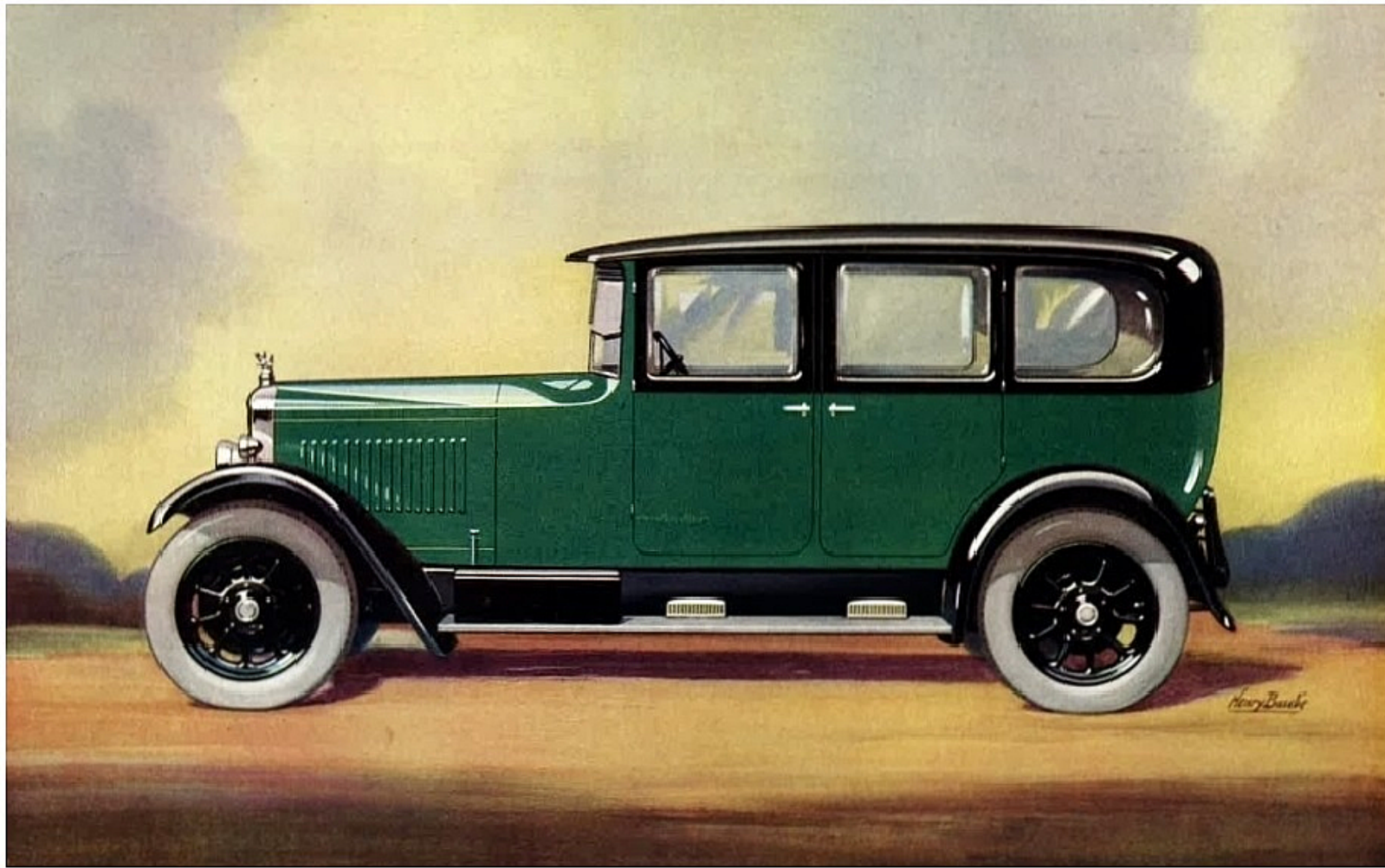


THE COUPÉ DE VILLE

THE KIMBERLEY SALOON

BEAUTIFUL lines and an interior finish which represents the greatest skill in coachwork make the KIMBERLEY distinctive among saloons. The upholstery is of leather or highest grade cloth: the cabinet work is polished walnut, and such refinements as silk door pulls and assist cords, companions for ladies and gentlemen, including mirror, ashtray, and matchbox, are provided. Four full-size doors give easy access to the interior, and these are equipped with hardware which is refined in appearance and efficient in operation. The windscreen is V-shaped and slopes slightly; its two single panes, hinged at the top, open out from the bottom and are securely held in any position. The rear quarter glasses and the door glasses can be raised and lowered, being controlled by patent lifts. Ample storage room is afforded in the door pockets, foot-rest tool-boxes, instrument board cupboard, and the polished walnut tray at the apex of the windscreen. All the refinements of the Vauxhall 20-60 chassis are fitted.



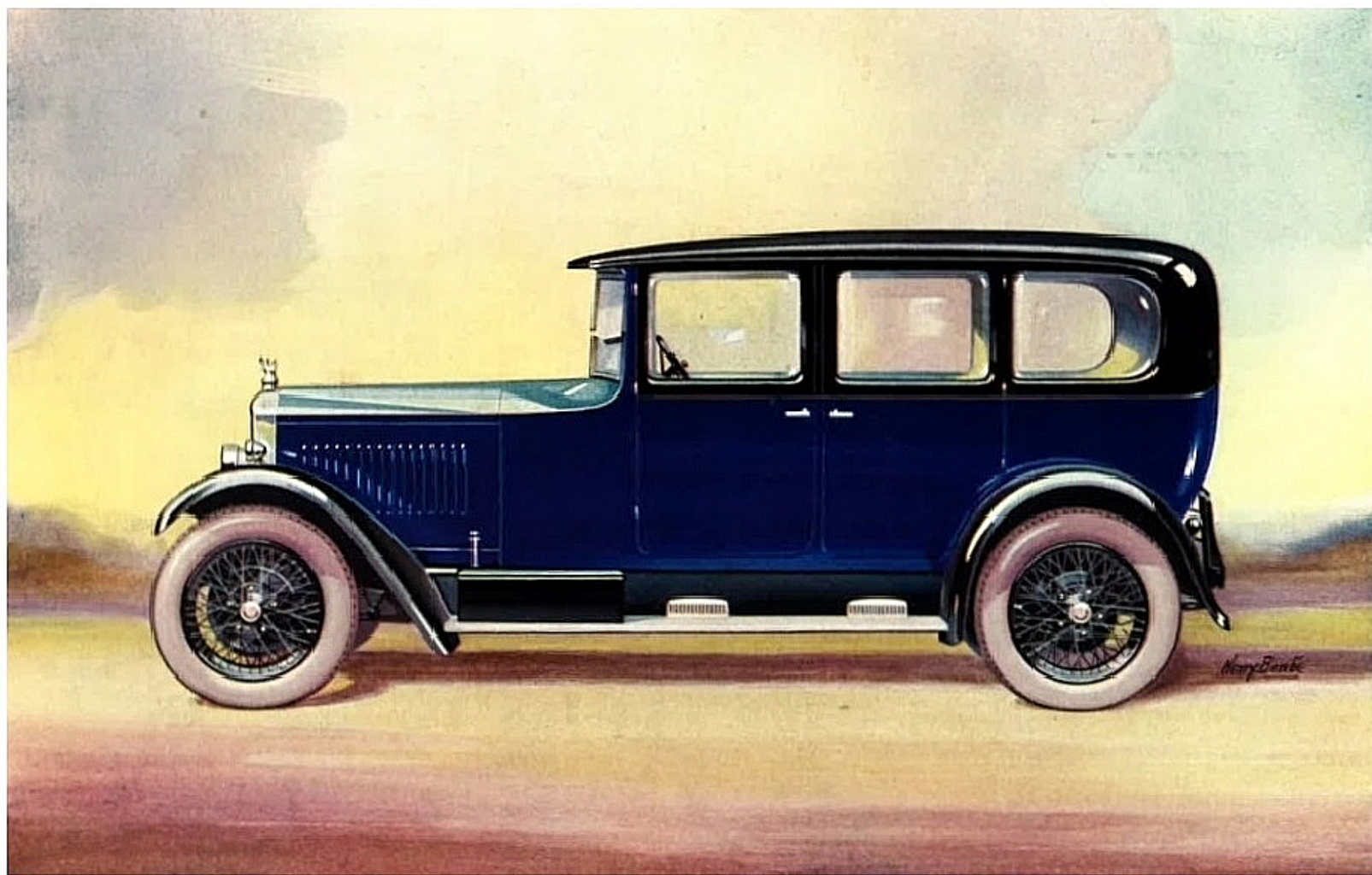


THE KIMBERLEY SALOON

THE KIMBERLEY ENCLOSED LIMOUSINE

PRACTICALLY identical with the KIMBERLEY SALOON, this body nevertheless is eminently suited for those who employ a chauffeur, but who frequently wish to drive themselves. It is readily converted from a limousine to a saloon, since the interior is divided into two compartments by glass panels in nickelled frames attached to the straight fixed front seat which supplants the two single sliding seats provided on the KIMBERLEY SALOON. The two centre glasses slide sideways for communication between the compartments, or the entire screen may be lifted out when a saloon body is required. As it is held in place merely by mill-edged hand-screws, its removal is an easy matter. A folding occasional seat will accommodate a sixth passenger when required. The interior is finished with that attention to detail which characterises the highest type of coachwork. All the appointments regularly supplied on the Vauxhall 20-60 are present, as well as those to be obtained only on bodies built to order.





THE KIMBERLEY ENCLOSED LIMOUSINE

SPECIFICATION—THE VAUXHALL 20-60

ENGINE

CYLINDERS Six—in one block incorporating crankcase.

BORE AND STROKE 73 mm. x 110 mm. (2.874" x 4.33"), 2762 c.c.

R.A.C. RATING 19.82 h.p.

TAX £20.

DETACHABLE HEAD of cast iron.

OVERHEAD VALVES operated by aluminium rocker arms and steel push rods.

PISTONS made of cast iron, and fitted above gudgeon pin with three rings, one of which is a scraper ring.

CRANKSHAFT 40 ton carbon high tensile steel drop forging. Statically and dynamically balanced. Nine bearings.

CAMSHAFT Drop forged steel. Three bearings. Integral cams case hardened and ground. Driven by silent chain.

CARBURETTOR Claudel Hobson with power jet. Air cleaner fitted over air intake port.

IGNITION Delco-Remy coil and battery. The distributor is driven by spiral gear off the camshaft.

LUBRICATION Pressure feed to main, big-end and camshaft bearings; also to rocker arm mechanism. Overflow oil lubricates timing chain and sprockets.

COOLING Water pump and fan combination. Water from radiator enters the cylinder head at a central point and leaves it at each end. The flow is regulated by a thermostatic valve.

TRANSMISSION

CLUTCH Single dry plate.

GEARBOX 4 speeds forward and 1 reverse. Gate located centrally.

Gear ratios 11/52 crown wheel and pinion combination.	Road speeds in miles at 1000 r.p.m.
16.75	5.3
10.93	8.15
7.25	12.3
4.73	18.8
14.1	6.35

PROPELLER SHAFT Tubular propeller shaft with flexible fabric universal joint at each end. Diameter of shaft 2½".

REAR AXLE Semi-floating construction with one-piece banjo-type pressed steel housing. Crown wheel and pinion of hardened nickel steel. Spiral bevels. Ball or roller bearings throughout.

OTHER CHASSIS DETAILS

FRONT AXLE "I" beam centre section, drop forging of carbon chrome steel. The outer ends of the axle section are rounded to resist front wheel braking torque strains.

STEERING Marles cam and roller.

WHEELBASE 10 ft. 3 ins.

TRACK 4 ft. 8 ins.

OVERALL LENGTH Complete cars, with luggage grid folded 13 ft. 9 ins., excepting the touring car with hood down, which measures 14 ft. 7 ins. The overall length of all cars, when the luggage grid is extended, is 14 ft. 9 ins.

OVERALL WIDTH 6 ft.

TURNING CIRCLES 41 feet, left: 45 feet, right.

BRAKES Four-wheel braking system operated by foot pedal. Handbrake lever centrally located.

SPRINGS Semi-elliptic at front and rear.

FRAME Pressed steel channel of drop-centre section tapering to the ends. Four cross-members, and reinforced by pressed steel petrol tank cover.

PETROL SUPPLY Vacuum feed. Tank at rear holds 14 gallons.

WHEELS 4 x 21 artillery-type steel wheels. Alternatively wire wheels can be fitted at extra charge.

ROAD CLEARANCE Lowest point 9".

CHASSIS EQUIPMENT Vauxhall emblem on radiator cap. Dashboard and supports. Front and rear wings, step irons, rubber-covered stepboards with aluminium kick-guards and mats, valances, spare-wheel arm and fittings, oil cleaner, provision for fitting front and rear bumpers, front and rear number plate hangers, rebound snubbers—front and rear, spring gaiters, petrol filters in petrol tank, in autovac tank, and on dash. Luggage carrier with panel guard. Five artillery type or (at extra charge) wire wheels fitted with medium pressure tyres. Tool kit. **ELECTRICAL EQUIPMENT** BY LUCAS: 12 volt battery. Dynamo. Starting motor and switch. Two headlamps, two side, one tail combining "stop" signal light connected to foot-brake pedal. Electric horn; earth return. On the **INSTRUMENT BOARD** are a warning light to ignition circuit, dimmer switch, horn switch, and Lucas switch-board with concealed illumination, as well as speedometer and clock, carburettor air strangler control, oil pressure gauge, cupboard, and petrol level indicator.

WEIGHT The chassis, equipped as above, and complete with water, petrol, and oil, weighs approximately 22½ cwt.

WARRANTY

FINE materials, scientific research and design, and painstaking workmanship go into every General Motors product to ensure the maximum satisfaction in the user's hands. Conscious of this inherent quality in its products, and confident of the service that they render, and as tangible evidence thereof, each vehicle manufactured by General Motors is accompanied by this warranty :

Should any defect in material or workmanship develop within one year from the date mentioned below, a part to replace

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This warranty does not cover tyres, inasmuch as they are guaranteed by their respective makers.

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